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COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Dresden-Klotzsche Airfield

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EVALUATION see below

PLACE OBTAINED [REDACTED]

DATE OF CONTENT 18 June to 3 July 1951

DATE OBTAINED [REDACTED]

DATE PREPARED 8 August 1951

REFERENCES

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PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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25X1X [REDACTED]

F-2 1. Between 8 and 10 a.m. on 28 June 1951, no aircraft or flying activity was observed at Dresden-Klotzsche airfield. It was observed, however, that the field was more strictly guarded than previously. The radar set with four radio trucks was still seen, the former airport restaurant. \* Fourteen boxcars were seen on the spur track in the northwestern corner of the field.

G-2 2. On 22 June, several parts of the field were still occupied by Soviet Air Force troops. [REDACTED] of the former air college said that new air force soldiers had arrived and that aircraft were parked at the field. In the evening more windows of the air force barracks buildings were lighted as compared with previous observations.

3. Between 24 and 30 June, there was flying with twin-engine aircraft at the field.

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F-2 4. On 18 June, a tent and a wooden hut with three field kitchens at its side were seen between the Lufthansa building and the hangar. On 19 July, local flying started at 9 p.m. The individual aircraft could not be seen.

5. A local resident said that during the afternoon of 21 June, 21 transports, 3 cargo gliders, and 3 unidentified planes landed at the field. The same aircraft were seen at 3:50 p.m. on 22 June heading westward. The planes took off in formations of seven planes. Only two cargo gliders each with five windows and six wheels remained at the field. A radio truck with an extended 8-meter mast was parked in the northwestern section of the landing field. Two additional radio trucks with 5-meter masts were seen next to the five radio trucks near the radar set at the Lufthansa building.

6. From 22 to 24 June, there was intensive drivers' training between the barracks buildings. It was observed that some of the student drivers wore red-bordered black epaulets.

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7. Between 26 June and 3 July, the following flying activity was observed at the field:

<u>Date</u>	<u>Flying Activity</u>
26 June, 9:45 a.m.	Landing of 21 DC-3 type transports
10:45 a.m.	Landing of 2 twin-engine planes with nose wheel
11 a.m.	Flight by one biplane towing a sleeve target
Afternoon	Take-off of 21 transports
7:45 p.m.	Landing of the same 21 transports
27 June, 6 a.m.	Take-off of transport
8:20 a.m.	Landing of same transport
28 June, 3:30 p.m.	Take-off of all aircraft
4:40 to 5 p.m.	Landing of all aircraft
5:30 p.m.	Take-off of all aircraft
2 July, 7:30 a.m.	Landing of 21 transports and one twin-engine plane with nose wheel
3 July, 3:30 a.m.	Take-off in formation of 21 transports
5:30 a.m.	Landing of all transports. Although the planes were not seen taking off again from the field, no aircraft were parked on the landing field at 5 p.m. except for the two cargo gliders

No transports were seen at the field from 29 June to 2 July. The transports probably carried troops since they always headed to, and returned from, the west. \*\*

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- \* ~~CONFIDENTIAL~~ Comment. A Dumbo radar set.
- \*\* ~~CONFIDENTIAL~~ Comment. Previously, Dresden-Klotzsche airfield was not occupied by an air unit. Since it has not been observed that the Twenty-Fourth Air Army was increased by another air transport regiment it is believed that the aircraft observed at Dresden-Klotzsche airfield are either assigned to the air transport regiment stationed in Staaken or to the regiment stationed in Altenburg. Some cargo gliders were previously observed with both regiments. See ~~CONFIDENTIAL~~

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